**WHAT IS CLAIMED IS:**

1. A helmet having detecting tire status capability, comprising

a body with an opening;

a face guard connected pivotally to the body to cover the opening;

a controller in the body linked to at least one tire status detector in at least one wheel wherein the controller receives at least one tire status signal from the at least one tire status detector;

a projector mounted in the body and faced to the opening, wherein the projector is connected to the controller; and

a power circuit is connected to the controller and the projector to supply power.

2. The helmet as claimed in claim 1, wherein the controller comprises:

a microprocessor connected to an external memory;

an RF receiver received the tire status signal from the at least one tire status detector and connected to the microprocessor, wherein the RF receiver outputs the tire status signal to the microprocessor;

an alarm circuit connected to the microprocessor; and

a driver connected between the microprocessor and the projector.

3. The helmet as claimed as claim 2, wherein the controller further comprises an enabling switch mounted in the body and connected to the microprocessor to detect whether a rider worn the helmet.

4. The helmet as claimed as claim 2, wherein the controller further comprises a face guard sensor switch mounted on the opening and connected to the microprocessor to detect whether the face guard covers completely.

5. The helmet as claimed as claim 3, wherein the controller further comprises a face guard sensor switch mounted on the opening and connected to the microprocessor to detect whether the face guard covers completely.

6. The helmet as claimed as claim 2, wherein the controller further comprises a power detecting unit connected between the microprocessor and the power circuit.

7. The helmet as claimed as claim 6, wherein the power detecting unit is an analog to digital converter (ADC).

8. The helmet as claimed as claim 6, wherein the power detecting unit is a comparator.

9. The helmet as claimed as claim 7, wherein the microprocessor comprises has a receiving tire status signal means and a determining abnormal tire status signal means.

10. The helmet as claimed as claim 9, wherein the receiving tire status signal means comprises steps of

(a) detecting whether the enabling switch turns on, wherein if the enabling switch turns on executing the next step and if the enabling turns off, detecting the enabling switch until the enabling switch turns on;

(b) detecting whether the face guard sensor switch turns on, wherein if the face guard sensor switch turns on, executing the next step and if the face guard sensor turns off, alarming or display specific alarm symbol and keep detecting the face guard sensor switch until the face guard sensor switch turns on;

(c) detecting whether the power circuit is in low power state, wherein if

yes alarming or display specific alarm symbol and if not, executing the next step;

(d) receiving the tire status signals from the front and rear tire status sensors;

(e) reading at least one preset tire parameter corresponding to the at least one tire status signal;

(f) executing the determining abnormal tire status signal means; and

(g) determining whether the at least one tire status signal is abnormal, wherein if yes, alarming or display alarming symbols and storing the abnormal tire status signals in the memory and if not, display the current tire status values on the face guard.

11. The helmet as claimed as claim 9, wherein the determining abnormal tire status signal means comprises steps of

(a) calculating a largest pressure value which is equal to the presetting pressure value multiplied x%;

(b) calculating a least pressure value which is equal to the presetting pressure value multiplied y%, wherein the x is larger than y;

(c) comparing the current tire pressure signal with the largest pressure value to determine whether the current tire pressure signal is larger than the largest pressure value; if yes, the current tire pressure signal is abnormal; if not, executing the next step;

(d) comparing the current tire pressure signal with the least pressure value to determine whether the current tire pressure signal is less than the least pressure value, wherein if yes, the current tire pressure signal is abnormal and if not, executing the next step; and

(e) the current tire pressure signal is normal.

12. The helmet as claimed as claim 10, wherein the determining abnormal tire status signal means comprises steps of

(a) calculating a largest pressure value which is equal to the presetting pressure value multiplied x%;

(b) calculating a least pressure value which is equal to the presetting pressure value multiplied y%, wherein the x is larger than y;

(c) comparing the current tire pressure signal with the largest pressure value to determine whether the current tire pressure signal is larger than the largest pressure value; if yes, the current tire pressure signal is abnormal; if not, executing the next step;

(d) comparing the current tire pressure signal with the least pressure value to determine whether the current tire pressure signal is less than the least pressure value, wherein if yes, the current tire pressure signal is abnormal and if not, executing the next step; and

(e) the current tire pressure signal is normal.

13. The helmet as claimed as claim 5, wherein the enabling switch and the face guard sensor are photocouplers.

14. The helmet as claimed as claim 5, wherein the enabling switch and the face guard sensor are mechanical switches

15. The helmet as claimed as claim 5, wherein the enabling switch and the face guard sensor are pressure switches.